



## Successful ILCA Measurement Training Weekend Held in Buffalo this January

David Sprague



The Class held a successful Measurement Session in Buffalo January 23, 2010. In attendance were Class Chief Measurer Bill Clausen, Class International Measurer David Sprague, Tom Allen (both of them), Class Assistant Measurer Joe Buczkowski, Achille Scache, Peter Seeuwen and Steve Cox.

The session was held to update everyone on the various ways to measure the Lightning as a complete boat, known as Fundamental Measurement, and to make sure the Class has sufficient numbers of Measurers who can maintain the high standards of checking the builders and any homebuilt or modified boats. The Class has a well-deserved reputation of having builders who produce great one-design boats, and the key to that reputation is the comfort we all take from knowing that the boats are built to specification and that we truly are a One-Design Class.

The session allowed the less experienced in the group to get hands-on experience on how to measure a boat using the various tools that are required for Lightning measurement, as well as a refresher for those who have measured Lightnings before. The session lasted from 8:00 AM to past 5:00 PM. In addition to the fundamental measurement of the hull, the group also got to do fundamental measurement of the spars and center-board and were able to certify the Allen shop masts and foils.

The Class has an ongoing program to certify the builders to ensure that they are capable of producing world class boats. The boats are checked at intervals. This, coupled with the builders' internal quality checks, help make sure we all have a level playing field.

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## President's Column

Brian Hayes, Sr.

You are reading something that almost didn't happen. This column is being written at the absolute last minute for a variety of reasons, and, henceforth, it will be one of my shorter literary works.

By now the news of the earthquake in Chile has reached everyone. We have many Lightning family members in the area that was most severely impacted and, we have been praying for their safety and well being. Please keep our Chilean family members in your thoughts and join me in hoping for a rapid recovery. We will pass along any news we get via our website or on our Facebook page.

Many of us are in the final planning stages for the Southern Circuit. Laura Jeffers has done a great job organizing instructional talks and clinics at each of the three stops. Make certain you check the website to see when and where these events will be taking place. She has a great cast of characters lined up to talk about everything, from how to tackle the current at Savannah, to beating the chop in Miami, to outdueling the



Bay in St. Pete. It should be fun and educational. Hopefully, those of you on the fence, will pack up your boat and join us for one, two or all three events. The more the merrier!

Lastly, we had some minor (read: major) website issues in the months of January and February due to our web provider moving our site to a new server. Technical stuff aside, our site got messed up for a fair bit of time and, most importantly, our membership registration page was down for more than several days over various periods of time. If you tried to join the ILCA via the website last month and ran into trouble, please accept our apologies. We are confident that all the issues have been resolved, and we can now accept your memberships online again. As January, February and March are our critical membership months, please spend some

time and go to the website and join.

Looking forward to seeing many of you on the Circuit!



## Measurer's Column

Bill Clausen

This year has been a great one for Lightning Class measurement!

The Sodas Bay Yacht Club made a fantastic effort to get educated about how to measure a Lightning for a North American Championship Regatta. The day before measurement started, twenty-three volunteers met with me for an all-day review measurement training session. We carefully went over the measurement check lists and then moved to accurately measuring masts, rudders and weight and arcs. These dedicated volunteers stayed on task until the last sail was measured and the last boat was weighed. They did a fantastic job.

The Lightning measurement at the major regatta sites is one of the finest of one-design regatta measurement!! That says a lot for our volunteers who make it happen.

Burlington and the Worlds was another measurement banner event. Tim Ambrose had a fantastic committee organized that met each boat at the driveway and took them to mast measurement and down the hill to centerboard and weight certification. It



was a beautiful organization of willing volunteers who did a fantastic job!

At both regattas there was NO wait!! Boats parts and sails were taken to the measurement areas, measured, and then promptly returned to the owner.

Great job done by both yacht clubs!!  
Thank you!

On January 23 the Measurement Committee met at Tom Allen's shop in Buffalo for an eight-hour lesson in "How to Measure" a Lightning. Tom, Dave Sprague and I guided eight people through the measuring process. We accurately measured an older boat as practice, and it was still a Lightning! We recertified Tom's masts and centerboards. The new hull certification will be done in the spring!

The latest news is that the Class has purchased a new class scale. It is a 2000# load cell that works on AC current or batteries. It is similar to the one we borrowed to use at the Worlds. It is accurate and light and easy to use. I will have it in St. Pete or those who wish to try it!

I think it has been a great year for the Lightning Class!

### International Lightning Class Association

Jan Davis—ILCA Executive Secretary

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[www.lightningclass.org](http://www.lightningclass.org)

# International Lightning Class Association

## Profit & Loss January through December 2009

Ordinary Income/Expense	Jan - Dec 08
<b>Income</b>	
Skipper Dues - North America	36,370.00
Skipper Dues - South America	1,765.00
Skipper Dues - Europe	1,665.00
Crew Dues - North America	7,790.00
Crew Dues - South America	560.00
Crew Dues - Europe	510.00
Associate Dues - North America	2,538.00
Associate Dues - South America	208.00
Associate Dues - Europe	208.00
Fleet Dues	2,920.00
Flashes Subscription	2,944.00
Flashes Advertising	11,985.00
Boat Royalties	1,700.00
Mast Royalties	1,590.00
Sail Royalties	16,118.00
Merchandise	18,276.74
Classified Advertising	600.00
Yearbook Advertising	478.30
Regatta Income - Southern Circuit	1,040.00
Regatta Income - NAs	3,300.00
Regatta Income - Worlds	1,475.00
Interest Income	275.26
Miscellaneous Income	125.79
Video Spinnaker	860.61
<b>Total Income</b>	<b>119,063.70</b>
<b>Expense</b>	
Executive Secretary	37,999.92
Travel/Education	1,541.90
Flashes	17,075.21
Advertising	700.00
Credit Card Fees/Bank SC	3,898.45
Depreciation Expense	608.50
Computer Supplies/Maint.	1,068.72
Communication Expense	3,023.56
Office Supplies	4,208.11
Organization Dues	2,297.90
Postage & Delivery	7,155.70
Recognition Awards	1,279.22
Store Merchandise	11,782.69
Professional Fees	1,455.00
Office Support Services	309.00
Website Upgrade	3,009.00
Lightning Lab	593.70
Promotion	5,113.49
Regatta Expenses	2,430.22
Yearbook	11,550.08
Miscellaneous	95.00
Computer Supplies/Maintenance	600
Video	39.54
<b>Total Expense</b>	<b>117,234.91</b>
<b>Net Ordinary Income</b>	<b>1,828.79</b>
<b>Other Income/Expense</b>	
<b>Other Income</b>	
<b>Donations</b>	
ILCA Fund	
ILCA Fund Income	4,699.81
ILCA Fund Expense	-5,079.75
<b>Total ILCA Fund</b>	<b>-379.94</b>
Limbaugh Fund	
Limbaugh Fund Income	888.11
<b>Total Limbaugh Fund</b>	<b>888.11</b>
History Fund Income	
History Fund Income	1,073.77
<b>Total History Fund</b>	<b>1,073.77</b>
Boat Grant Program	
Boat Grant Income	10,592.00
Boat Grant Expenses	-9,869.39
<b>Total Boat Grant Program</b>	<b>722.61</b>
<b>Total Donations</b>	<b>2,304.55</b>
<b>Total Other Income</b>	<b>2,304.55</b>
<b>Net Other Income</b>	<b>2,304.55</b>
<b>New Income</b>	<b>4,133.34</b>

## Balance Sheet As of December 31, 2009

	Jan 19, 2009
<b>ASSETS</b>	
<b>Current Assets</b>	
Checking/Savings	
Colorado State Checking	5,743.07
Colorado State Money Market	15,669.25
<b>Total Checking/Savings</b>	<b>21,412.32</b>
Accounts Receivable	
Accounts Receivable	4,120.00
<b>Total Accounts Receivable</b>	<b>4,120.00</b>
<b>Total Current Assets</b>	<b>25,532.32</b>
<b>Fixed Assets</b>	
<b>Boats</b>	
15189 Lightning	16,000.00
14860 Lightning	11,085.10
A/D 14860	-1,217.00)
<b>Total Boats</b>	<b>25,868.10</b>
<b>Total Fixed Assets</b>	<b>25,868.10</b>
<b>Other Assets</b>	
Prepaid ISAF Fees	628.97
ILCA Fund	199,266
ILCA Fund Savings	24,875.55
ILCA Fund CD	160,000.00
<b>Total ILCA Fund</b>	<b>184,875.55</b>
Limbaugh Fund	30,757.89
History Fund	5,544.13
<b>Total Other Assets</b>	<b>221,806.54</b>
<b>TOTAL ASSETS</b>	<b>273,206.96</b>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Other Current Liabilities</b>	
Prepaid Fleet Dues	75.00
Prepaid Memberships	
Crew	90.00
Associate	130.00
Skipper	450.00
<b>Total Prepaid Memberships</b>	<b>670.00</b>
<b>Total Other Current Liabilities</b>	<b>745.00</b>
<b>Total Current Liabilities</b>	<b>745.00</b>
<b>Total Liabilities</b>	<b>745.00</b>
<b>Equity</b>	
<b>Net Assets</b>	
Temporarily Restricted	219,210.00
Unrestricted	9,674.49
Net Assets - Other	9,674.49
<b>Total Net Assets</b>	<b>268,328.62</b>
<b>Net Income</b>	<b>4,133.34</b>
<b>Total Equity</b>	<b>272,461.96</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>273,206.96</b>

**Follow the ILCA on Facebook and Twitter**

**From the Class Office:** We apologize for the difficulty you have had accessing the ILCA website over the past couple of months. Our ISP was sold, and the new company moved all the sites to new servers. Unfortunately, the new server was not compatible with the requirements of our website. The website is now hosted by a different ISP and full functionality is close at hand.



## **2010 BUDGET**

### **INTERNATIONAL LIGHTNING CLASS ASSOCIATION**

<b>Income</b>	<b>2010</b>	<b>Expense</b>	<b>2010</b>
Skipper Dues-North America	\$36,000.00	Executive Secretary	\$38,000.00
Skipper Dues-South America	\$1,575.00	Travel	\$1,500.00
Skipper Dues-Europe	\$1,350.00	Flashes	\$18,500.00
Crew Dues-North America	\$7,250.00	Advertising	\$700.00
Crew Dues-South America	\$500.00	Credit Card Fees	\$2,500.00
Crew Dues-Europe	\$300.00	Computer Supplies/Maintenance	-
Associate Dues-North America	\$2,080.00	Communication Expense	\$3,000.00
Associate Dues-South America	\$78.00	Office Supplies	\$4,000.00
Associate Dues-Europe	\$78.00	Organization Dues	\$2,200.00
Fleet Dues	\$2,750.00	Postage and Delivery	\$3,500.00
Flashes Subscriptions	\$2,280.00	Recognition Awards	\$1,000.00
Flashes Advertising	\$8,000.00	Store Merchandise	\$9,000.00
Boat Royalties	\$1,800.00	Professional Fees	\$1,500.00
Mast Royalties	\$900.00	Office Support Services	\$500.00
Sail Royalties	\$11,400.00	Website	\$2,000.00
Merchandise	\$16,000.00	Lightning Lab	\$2,000.00
Classified Advertising	\$550.00	Promotion	\$3,000.00
Yearbook Printed	\$4,000.00		
Yearbook Advertising	\$2,500.00	Regatta Expenses	\$2,600.00
Regatta Income-S. Circuit	\$1,300.00	<b>Yearbook</b>	<b>\$11,400.00</b>
Regatta Income-Nas	\$3,500.00	<b>Miscellaneous</b>	<b>\$1,000.00</b>
Interest Income	\$3,500.00		
<b>Miscellaneous Income</b>	<b>\$500.00</b>		
<b>Total Income</b>	<b>\$108,191.00</b>	<b>Total Expense</b>	<b>\$107,900.00</b>
<b>Net Income/loss</b>	<b>\$291.00</b>		

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sail # on cover			39

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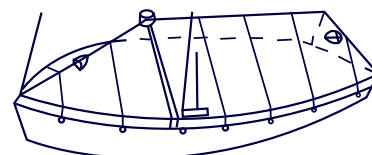
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We were very fortunate that Tom Allen was able to accommodate us in his shop and help work with everyone to make sure there was optimal learning. His insights as a builder and naval architect were a great addition to the session. Without his contributions, the session would not have been the learning experience it was for all of us.

I would like to thank Bill, Achille and Peter, who drove a very long way for the session, and Joe for taking the time to also come a long distance by air for the session. Their effort and dedication to the Class is what makes the Lightning a world class boat!



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## Lightning Family News



### Pentti Laitinen 1933–2010

An the beginning of January, Sirkka-Liisa Laitinen called me, and unfortunately she had sad news for the Lightning Class family. Her husband Pentti had passed away at the age of 76 in the Hyvinkää Hospital.

From the races in which Pentti and Sirkka-Liisa took part, we certainly remember best the legendary Worlds at Lake Pucon in Chile in 1981. There were two boats representing Finland in the race. Sirkka-Liisa was a crew member in Terho Aromaa's boat, and Pentti skippered the other boat with his daughter Leena Laitinen and Visa Hietalahti as crew members. In the first five races the wind was weak and shifty but strengthened for the later races. The wind raised up to 25 mph, and most of the boats capsized. All crews were called back to harbour, and boats were left to the lake. All were safe, and Pentti placed 41st in the final results.

Pentti Laitinen was an active member in the Finnish Lightning Class Association. He was the Head of the Race Committee in the years 1980–1982, a Vice Chairman from 1982–1983, and Chairman from 1983–1988. He served as ILCA Vice President from 1991–2000. He also wrote the 50th Anniversary Book for the Finnish Lightning Class Association.

I started sailing in the 1990s and remember Pentti as a pleasant and helpful person. He was always ready to support a new Treasurer when she had something to ask, especially about the co-operation with the Finnish Sailing Federation, as well as ILCA.

In Finland, the activity of Lightning Class has increased, and we have received new boats. I am sure that Pentti looked at this development with pleasure. But what really warmed Pentti's heart, was to see how his grandchildren did well in sailing races.

*Riitta Laitinen*

### Just Launched!



Cameron Julie Terhune was born on Wednesday, February 17! She weighed 8 pounds, 3 ounces and measured 20.5 inches long. Both Cameron and Katie are doing great.

Cameron can't wait to meet everyone both at the Circuit!



## Coming back into the Lightning Class This Spring, James Daley

After completing a 24" sailboat with my father in 1948, I decided to make another sailboat and chose a Lightning, as I would see them sailing out of the Bay Head Yacht Club. They looked simple to build, but that did not prove to be the case.

The difficult part was the hollow wood mast and the stem. Luckily, I followed the plans to a "T," as I found out later that the boat had to be measured to enter some races, as well as add value to the boat.

The hull was planked with Port Orford cedar, and all seats, centerboard, etc. were mahogany. The sails were cotton, including the spinnaker. Nylon came along several years later.

Toward the end of the summer in 1949 I learned that there was a fleet of Lightnings on the Metedeconk River, so I sailed over that way. Jim Carson was glad to see a new boat for Fleet #34, and I examined the transom of every Lightning each Sunday afternoon, as I came in last every time.

This was hull #4567. My next boat was built by David Beaton and was #5722, also wood and also "wet sailed." Now I began to win a few races and also to travel to Toledo, Ohio, New England, Quantico, etc. Fleet #34 began the Quantico race series. My trailer was the front axle of a 1939 Dodge with two wood beams attached to a trailer hitch.

My third hull was #10988, a fiberglass boat dry sailed on a real metal trailer. Now I was in business, as the boat was 712 pounds, the sails were Dacron, and the spinnaker was nylon with a stainless steel centerboard.

About this time I build six wood Blue Jays, which all did very well in local races. Bill Kaier, who built #10988, made a mould from my Blue Jay and made some hulls and



decks. I wound up finishing off twenty-eight Blue Jays that were always in the top five of every national race.

In time, this became too successful, so I had to quit, as I also had a full-time job.

Of our six children, three continue to sail on auxiliary sailboats, and Monica Daley Jones sails a Lightning with her husband Ian out of the Buffalo Canoe Club. We never lacked for a crew with six kids, and I must say the Lightning kept them busy and away from problems associated with the teenage years.

I hope to race in the Masters' this year, as it will be held here on Barnegat Bay.



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## Lightning Labs 2010

It's that time of year again when we are all dreaming of taking the boat out of shed, doing a little spring maintenance and getting out on the race course to sail with our friends. There's no better way to brush up on your old skills and learn some new ones than attending a Lightning Lab. It's a great way to build interest and the level of competition in your fleet.

Lightning Labs are instructional clinics usually hosted and organized by local Clubs, Fleets or Districts. They run one to two days and can be held as a stand-alone event or in conjunction with a regatta. The ILCA provides assistance in finding an instructor for the event and will help cover the costs of travel and coaching fees for the instructor. Instructors may be a sailmaker or a member of the host club, District, or the Class at large. The Labs must be open to all ILCA members, and a fee may be charged to cover costs. Instructors are not there to promote any certain sail making company or boat builder and will help will you regardless of what equipment you are using. It's customary for the instructor to be hosted in one of the local sailor's home.

Subjects covered generally include, tuning, boat handling, starts, and tactics. The organizers can tailor the event to cover any subjects they chose to focus on. Chalk talks, tuning, on the water drills, practice starts, short races and video tape analysis are common activities. It helps to be flexible, as the weather may dictate what is possible. A dinner and drinks are a popular way to bring everybody together for a little more learning at the end of the day.

There are currently two Lightning Labs scheduled for this spring. Contact the ILCA VP of Lightning Labs: [toddwake@aol.com](mailto:toddwake@aol.com) if you are interested in organizing a Lab at your club.



### **April 23-24, Fleet 435, Rush Creek Yacht Club, Heath, Texas**

Tune up for the Districts with Skip Dieball! Clinic all day Friday and a debrief after racing on Saturday. This is also the first stop of the 2010 Southwestern Circuit. Contact Clarke Newman: [cdnewman@earthlink.net](mailto:cdnewman@earthlink.net)

### **May 21-23, Fleet 112, Green Bay, Wisconsin, at Windjammers Sailing Club**

A social on Friday night followed by a clinic all day Saturday and until one on Sunday. The instructor will be Brian Hayes. Contact Mark Stevens: [mstevens21@mac.com](mailto:mstevens21@mac.com) for more information.







**You don't have to  
be on the boat  
to be on the team.**

The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.



Show your support. Become an official member of the organization that was successful in helping to get Women's Match Racing into the 2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at [wimra.org](http://wimra.org).

## ***News from the Lagos Yacht Club***

On March 6, 2010, ExxonMobil again sponsored a regatta of harbor races for Lightnings and other monohulls (Tarpons, GP-14s) and Hobbies. Great fun was had by all. There were four harbor races in the afternoon, involving lots of beats, broad reaches, some spinnaker flying and strong winds.

Trophies were awarded for all three boat groups. Beer, wine and food were plentiful. Much thanks to ExxonMobil for again hosting what has become an annual event.

***The top 3 finishers for the Lightnings were:***

Pos	Sail#	Boat Name	Helm	Crew
1	T56	Kiwi Magic	Helmut Braun	Dolly and Sietgmund
2	15326	Mystique	Gary Schwantz	Ingo and Ilsa
3	15421	Oriedo	Mike Barnes	Jana and Charles





## Southern Circuit Update

Be sure to add your name to the Who's Coming list on the ILCA website.

### Just Announced—Southern Circuit Lightning Labs!

#### Savannah

Saturday, March 13, 10:15 AM

#### Secrets of the Skiddaway!

David Starck, three-time Savannah winner and past Southern Circuit Champion will share some of his secrets. Come and learn about sailing on the Skiddaway! Meet in the clubhouse bar area. Skippers meeting to follow at 10:45 AM.

#### Miami

Monday, March 15, 2:00 PM

#### Miami Training Day

Skip Dieball 2009 Champion of Champion winner and previous Miami winner will lead a casual practice sail on the beautiful Biscayne Bay. He will set up some marks, you can do some laps and he will check everyone's trim and set up. Meet at the Coral Reef Tiki Bar at 2:00 to go over the afternoons plan. The idea is to be on the water and in the sailing area (where he'll describe at the meeting) by 3:00. So have your boat in the water and be ready for action!

#### St. Petersburg

Thursday, March 18, 11:30–1:00 PM

#### "Beat the Bay" Lunch Chat

Greg Fisher, past NA and Circuit champion, and Brian Hayes, three-time winner at St. Pete), will present information in the classroom at the St. Pete Sailing Center on how to "Beat the Bay." Information on tides, current, wind patterns, starting in big fleets and more will be discussed. Bring your own lunch.

Thursday, March 18, 1:15p–3:15 PM

"Beat the Bay" on the water practice session with coaching

Al Terhune (Past NA and St. Pete Champ) and Nick Turney (multi class champion) will be on the water running short course racing, practice starts and one on one coaching for all who want to join in.



## Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at <b>NO UPCHARGE</b>	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
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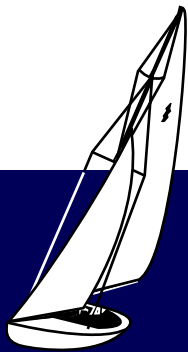
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# Classic Lightning

Bob Astrove — [astrove@hotmail.com](mailto:astrove@hotmail.com)

[http://groups.yahoo.com/group/wooden\\_lightning](http://groups.yahoo.com/group/wooden_lightning)

## You Don't Have To Do It All Yourself!

Bob Astrove



Each year I like to do a significant off-season project for Pandora, my precious Nickels & Holman Lightning #7603. Last year, for example, there was the rudder I made (Flashes January, 2009). But 2010 needed to be special. The boat is celebrating her 50th birthday and needed some cosmetic surgery. Goal #2, while quick enough to be competitive in local fleet races, she could be stiffer and faster.

I have wanted to re-do the canvas deck covering since I bought the boat in 2002. While still no rips, it was starting to look more like a blob of old paint as opposed to a canvas covered deck. Further, I reasoned, peeling the deck covering would provide a great time to finally move the chainplates forward—just the kind of offseason project I like, something I've never done before, something for which I totally lack the skills set, and something I've always wanted to do.

But this year there was a major problem. The company I work for was sold on August 1, and I was working seven days a week. No time to do the deck myself, I barely had time to sail the boat all fall. My wife gently suggested that perhaps it was okay if someone else did work on the boat. I immediately balked on principle, but slowly came to recognize that maybe I just couldn't do it all myself every year.

Then I recalled from last fall's Flashes the work Corky Gray from High Rock Lake, North Carolina, had done restoring the old Ted Turner boat for Sam Albergetti. I knew Corky. I had referred Sam to him. We first met in the early 1970s when he was a summer camp counselor at Camp Sea Gull and I was a teenager (see Jon Guth's article in last year's flashes on Camp Sea Gull with its Lightning fleet).

Corky and I reconnected a couple of years ago, through Craig Thayer, and I helped him find the Lightning he is restoring for his own. End result, the second week-end of December I drove the boat down to the land of moonshine and NASCAR.

I selected Corky because I knew him, knew of his work, and was comfortable he knows Lightnings. But most importantly, he is an expert in canvas covered boats. Most of his work is restoring old canoes and canoe models. So after eight hours of driving through a monsoon, I arrived in "Dogpatch," which is literally and figuratively where he lives (including his own working, circa 1903, saw mill). We looked at the boat, and he said, "We're not going to canvas it, we're going to fiberglass over the old plywood deck."

Humm? Go to a canvas expert, and he says glass?





Needless to say, we discussed that for a while. He convinced me that it was the best thing to do with the boat to both give her a good deck covering, add life to the fifty-year-old plywood, and stiffen her up.

Next Corky gave me the shop and yard tour. Below the shop where my boat rested is the canoe mold. There he builds wooden canoes using the exact same male mold techniques and clench nails that Skaneateles used to build the early lightnings. And on the wall was his lofting of the canoe lines—a fascinating process to be walked through and demonstrated by an expert.

Next came a tour of the model shop where he carves half models and restores 80+ year old model canoes. These are old salesmen's models used to sell the Old Town and other canoes early in the last century. Restoring these old models is a major part of his winter business, and apparently they are quite valuable.

Then I received my introduction to how half models work. He showed me how you take the half models apart in order to extract the lines and later extrapolate to full size for construction—truly a lost art with the advent of Computer Aided Design, and fascinating instruction.

I've been sailing for over 40 years, owned five lightnings over a thirty-year stretch, and restored two wooden boats. But I learned more about how boats are built in just twenty-four hours at his shop.

Dinner, a few beers, and much discussion of ideas to simplify building a wooden Lightning followed. Then he sent me out into the pitch dark wilderness to find my way back to the guest cottage. There I cranked up the wood burning stove and spent time again studying



the canoes and half models, reflecting on what I had learned through the day. The next morning, before leaving for home, Corky, his wife Pam and I went out for a real North Carolina breakfast. That means I'm not sure what it really was under the gravy, but I'm sure I'm not supposed to be eating it.

Work on my boat went much slower than anticipated due to the unusual spell of ice, snow and cold weather in the Southeast, so it was five weeks before the boat was ready. But every day Corky did work, I got photos and a description of the work in my morning email.

First he peeled the old deck. He saved me one piece, and it is amazing how thick and heavy with paint it had become. Next he put down a sealer coat of epoxy resin and patched a couple of rotten spots in the plywood deck, mostly along the sheerline. Then he laid glass cloth set in epoxy resin, as opposed to polyester resin which is used in fiberglass boats. The photos show how he tried to align the cloth with the stress loads and added some additional reinforcement where needed.

He sanded and sanded until it was perfectly smooth. Next the paint. He suggested I try a two-part paint, as it is so durable. But I opted for a simple Pettit brand, single part polyurethane because I repaint often, and have been pleased with that brand in the past. We also had applied an aggressive antiskid pattern, which is applied as a paint additive. With that Corky did his special two-inch smooth covering board around the edge, like you see on the glass boats. The finished product is truly beautiful.

As for stiffness, I am astounded at how much stiffer the deck is. Now when I climb into the boat on the



trailer, it no longer creaks, which was a obviously a sign of things moving. You can feel the added stiffness in the deck. How that translates to stiffness on the water we'll learn later this spring.

Next we moved the chainplates forward to the modern position. This was about three inches on the Starboard side and two inches on the port side. Why it wasn't the same I don't know, but apparently in 1960 they didn't think it made a difference.

Good luck for me, moving the chainplates revealed that they had been flipped once before and that most of the current screw holes were shot. Conclusion was that I'm lucky I hadn't lost the rig, and they needed to be moved.

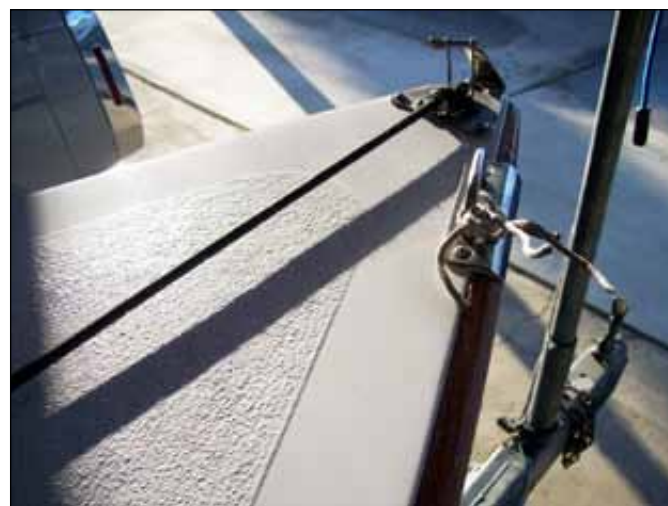
The downside was I now had over eighty holes to be filled. This had been something I told Corky I'd take care of myself, but at the time I thought there would only be forty holes. Naturally, he, along with my other "wood chuck" friends, suggested I drill them to 1/4 inch and install individual cedar plugs—way too much work. My friend Doug Dixon (# 584) came up with a better plan and cut me four mahogany 15' X 1 1/4" X 1/8" cover plates. I epoxied, filled the old screw holes, and attached the plates with caulk and two baby screws. Looks great, much easier, and there was no need to drill, set, sand, and finish eighty plugs, all the while leaning upside down in the boat balanced on my head and being careful not to drill through the side of the hull.



There is still some work to do to get her ready for the upcoming sailing season. I took yesterday off from work and varnished the interior. I've got some touch-up painting to do on the bottom and sides and need to replace some lines and re-install some deck fittings, etc.

Now I've got a fifty-year-old boat looking like a proper yacht and intending to be more competitive this year. It will be interesting to see if the stiffer deck and relocated chainplates really translate into boat speed.

But the real lesson I take from this years project is that, just like asking for roadside directions, you don't have to do it all yourself. Owning a classic Lightning doesn't mean you have to know what you are doing. Its Okay to get help. And the cost of getting the boat spiffed up? Much less then you'd think. A bit less then a new set of sails. And yes, I bought those too, after I first suggested to my wife that I wanted a sewing machine!





# Boat Grant Program

*Bill Fastiggi*

The award winning ILCA Boat Grant Program is about to enter its fourth season. Seventeen applications were received in early January for the 2010 Boat Grant Program. The program is being led this year by Debbie Probst and Bill Fastiggi who would like to thank Denise Cornell, Mike Healy, Bob King and Allan Terhune for their help in rating the applications. Overall this pool of applicants is very deep. This years grant recipients will be announced in the next issue of Flashes.

There are a few changes to the program this year. The biggest one is that we will be granting three boats. In the past we have granted four or five boats per season, but we feel that we need to make sure that we can do the best possible job coaching and mentoring these young sailors, and we feel strongly that in focusing our efforts on a smaller number of boats/teams, we will do a better job with the program.

There are also some exciting new developments for 2010. First, in an effort to keep the program current, we sold one of our boats and replaced it with a nearly new boat. Second, we were the beneficiary of a very generous donation of six new suits of sails by Terry Kohler. These developments will help sustain the program into the foreseeable future. We also want to thank Tom Allen of the Allen Boat Company and Hugh Armbruster of Nickels Boat Works for their continued support of the program. Both Hugh and Tommy have very generously loaned us nearly new boats to use in the program for each of the past three years. Their continued generosity has helped to keep the Grant Program going.

Of course the program would not be successful without the generous support of you, the members of the ILCA. Many of you have donated used sails, used gear and covers, made generous cash donations and, equally important to the success of the program, the generous donation of your time as mentors.



# Fast forward

At the start of every year we report that the year before was the very best ever for North Sails. 2009 was no exception! Lightning sailors carrying North sails dominated major and local Lightning regattas worldwide. Let us fast forward your Lightning program with the proven performance of North sails and the expertise of the North Lightning Team... *it's the best sail investment you can make!*



## **SOUTHERN CIRCUIT 2010**

**March 12-21:**

The North Lightning Team of Greg Fisher, Brian Hayes, Al Terhune, Nick Turney and Jay Mueller will be attending the events. Call if you need any help getting ready!

## **2009 Results:**

WORLDS **1,2,3,4,5**

NORTH AMERICANS **1,3,4,5,6,7,9,10**

NA's PRESIDENT'S CUP **1,2,6,7,8\*,9**

ATLANTIC COASTS **1,2,5**

SOUTHERN CIRCUIT **1,2,3**

So. Circuit - SAVANNAH **1,2,3,4,5,6,7,8**

So. Circuit - MIAMI **1,2,4,6,7,9**

So. Circuit - ST.PETE **1,2,3,4**

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*One Design*





## WELCOME TO TOMS RIVER YACHT CLUB

**TOMS RIVER, NEW JERSEY —** AUGUST 7-13, 2010

# 2010 NORTH AMERICANS

*Allan Terhune Sr.*



Toms River Yacht Club was formed July 1, 1871, and sponsored its first regatta on July 26 the same year. This race was in cat boats and was a distance race from Long Point to Forked River and back. The prize was the Toms River Challenge Cup, created by Tiffany & Co., New York. This cup is still competed for today and is considered the oldest perpetual trophy competed for in the United States. It resides in the clubhouse and can be seen when you first enter. You'll get to see an A cat while you are here.

Toms River has been an active member in the BBYRA since 1922. Its members compete in A-cats, Sanderlings, Sneak Boxes, Penguins, E-Sloops, M-Sloops, Comets, Ensigns, Lasers, 420s and Lightnings. When visiting, you'll see the many championship flags located around the main bar area.

The Lightning Class has a strong history in the BBYRA and the Central Atlantic District. Lightnings were, in fact, built in Toms River at One Design Marine and at Siddons and Sindle in Island Heights back in the 50s and 60s.

Please check the event website [www.tomsriverlightning-nac.com](http://www.tomsriverlightning-nac.com) to get current updates and information as well as the posted NOR. The full social schedule is outlined there too.

Within a few minutes ride of the club are all of the support services you may need. Rich's Ice Cream is right up the street, along with restaurants, sandwich shops and a major food store. All of these will be listed and mapped out in your registration packet when you arrive.

The Jersey shore is busy this time of year so please plan your housing ASAP! Ideas are on the site, so start googling!

The sailing venue is the Cedar Creek course on the Barnegat Bay. We will be towing there each day, so tidy up on your equipment and techniques for this. It's an open body of water within five miles of Barnegat Inlet, so there will be current. This time of year seaweed is

abundant, so a good batten stick might be wise. Count on a steady dose of sea breeze, usually S, SE at approximately 15 each day. We may see more breeze and some southwest influence if it's really hot. Barnegat Bay is famous for its chop, so steering and powering up accordingly are a key to success.

For those not sailing, there are a lot of activities. The boardwalk has games and the beaches are a great start. Keep in mind though we are going there for pizza and Boards Night on Wednesday.

For the serious beach goers, there is Island Beach State Park with great beaches and fishing as well. If you are interested in deep sea fishing, the party boats leave Pt. Pleasant and Barnegat Light each morning.

There is shopping within ten minutes at all the major stores as well as county parks and playgrounds.

Other possible day trips include:

- Barnegat Light Park. The hearty can climb all 217 steps! The view and steps are breathtaking!
- At the other end of LBI is great shopping and a kiddie park.
- Atlantic City and Casinos are only an hour or so away.
- Toms River Yacht Club and its entire membership is looking forward to being your hosts. If you have any questions feel free to contact those listed on the site.

Good Luck in your Districts!

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# ***The Lightning and the Metedeconk River Yacht Club***

## ***AKA the Real Jersey Shore***



The Metedeconk River Yacht Club is located along the scenic New Jersey coastline, which, contrary to the MTV version of the "Jersey Shore," does not entirely consist of tanning beds, hair gel and bar fights. It has long been a heaven for sailors, and as the club looks forward to hosting the Woman's Juniors', and Masters' North American Championships (WJMs) in early August, 2010, it can also look back on a long heritage of Lightning sailing, almost as old as the Lightning itself.

Not much is known about Metedeconk sailing B.C. (Before Carson), but Lightnings were sailed on the river in the late 1930s. Lightning sailing prospered after World War II, with races organized from various beaches, sailors' homes and the Breton Woods Yacht Club, which would eventually morph into the Metedeconk River Yacht Club, beginning in 1936. As most know, Jim Carson has been the key player in making Metedeconk a home for Lightning sailing. Jim began sailing in 1948, joining these local races. Jim speaks of races along the river with ten to twelve boats typical in these days, at times with his sister, Marge, running the races from a rowboat.

Eventually, the Club took shape from various places along the river to the site it is at now in 1965. The Lightning Fleet grew from Jim's sister's rowboat to more organized club races. Our club Lightning Club Championship trophy dates back to 1953, with Marge Adams the first champion on the list. Since then, Jim Carson's name is prominent, but almost of more importance is Jim turning his boat over for his crew to steer. These crews eventually bought their own boats, growing the Fleet. Much like the coaching trees discussed in NFL circles, the Carson crew tree spawned limbs which eventually steered Lightnings and developed countless prominent sailors, including two generations from the Francis, Schon, and Lutz families.

Jim also became a trailblazer in moving Lightning sailing for Metedeconk sailors beyond the river. The Barnegat Bay Yacht Racing Association (BBYRA) races, sailed on adjoining Barnegat Bay, has held races since 1940s consisting of a ten-week series held from late June through Labor Day weekend. Each race day is hosted by a different member club and sailed on two sites: Green

Island course on the upper Barnegat Bay and Cedar Creek course on lower part of the Bay. The WJM races this August will be held on the Green Island course; the succeeding week, the North American races will be held on the lower Bay course. Boats will be towed down to the race course from Metedeconk. This was not so in the early 1950s when Jim would sail down to the race course, race and sail back—a true all day event. Jim's trip was not without rewards. From 1953 to 1977 Jim won twenty-one of the twenty-five BBYRA's Lightning Championships. In all Jim has won the series title twenty-four times, including last year (2009).

The spirit of Lightning racing grew beyond the local weekends into more regional events. Metedeconk is part of the Central Atlantic District and has been a prominent agent in its history. Jim Carson, Jody Lutz and Keith Taboada have won the District Championship six times or more. Towards promoting regional sailing, Metedeconk has been the host of multiple Districts, New Jersey State Championship and Atlantic Coast Championships.

Jim began attending North Americans Championships in 1952, and since then, Metedeconk Fleet members has been a presence at most all national/international Lightning events. Looking back today, those local river races which began with a rowboat has produced a number of club members who have achieved great success in national and international Lightning competition. Sailors who grew up sailing on the Metedeconk River include one World Champion, Jay Lutz, three North American Champions, Jay, Jody Lutz and Brian Taboada, a three-time Women's Champion, Betsy Alison and four Junior North American Champions, Jay, Jody, Andrew Brennan and Wade Schon. Two members served as Class Presidents, Jim Carson and Paul Gelenitis.

Possibly the most important factor towards growing the Fleet over the years was the introduction of an advanced junior sailing class in 1975, developed by Jim Carson and Dave Ruiter. Jim and Dave, both long-time Class stalwarts, promoted classes on Wednesday night for club juniors to provide expert coaching and to promote sailing, especially Lightning racing. A class of ten to fifteen juniors, aged fourteen to seventeen typically, has attended since then, with Mitch Hnatt being the principal coach today.







*Jim Carson presenting the Carson Award to the Junior North American Champions*

Around the time of the class' beginning, the Lightning Junior North Americans was initiated, and Jim and Dave's class served as a stepping stone to the event. Metedeconk juniors have been a staple of most Junior NAs since. In 2003, this connection was cemented for history as the trophy for the Junior NA Champion as renamed the James G. Carson Trophy, as we are proud the Class recognized Jim's dedication towards promoting junior sailing. Among the Metedeconk juniors who have sailed well in ILCA Junior events are Jay, Jody and Jason Lutz, Paul and Jim Gelenitis, George Francis, Keith and Brian Taboada, Joe and Mike Buczkowski, Phil and Greg Kinzel, Ryan Dunn, Andrew Brennan, Wade and Matty Schon.

Most all these sailors have graduated from these junior events to become enthusiastic ILCA members.

The pleasure of hosting the 2010 WJMs harkens us back to other national Lightning events at our Club. Metedeconk hosted the Junior NAs in 1978 and the Youth Worlds in 1984 and 1996 and the Pan Am trials in 2002. (For a glimpse of seeing what 2010 racing could be like, click onto the ILCA website, resources, class history, 1984 Youth Worlds; see the Green Island course at its best and also an opportunity to see a young Jody Swanson, winner of that event—before she added Stark to her name). Besides the opportunity of opening our doors to excellent sailors and generating friendships, the events galvanized the club membership towards the pride of holding a world class event.

2010 will encompass many of the elements which have made the events so successful over the years. As in each major ILCA championship, the Race Committee will be headed by Jim Carson, whose excellence on the race course is eclipsed by his race management skills. The Club facilities have been continually upgraded over the years with a swimming pool and bar and kitchen facilities for wonderful social activities. Regatta Chairman Jody Lutz has seen quite a few of these events and is committed towards the best experience for all sailors. And for those who don't know Jody...well, he knows how to have a good time. Behind his leadership, the membership is committed to the best regatta possible. Please come and see what Metedeconk and the Jersey Shore is really about. Just do not steal any zambuca shots along a seaside boardwalk from guys named Vinnie, Paulie or the Situation. We'll see you in August.

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## **CONSIDER DONATING TO THE ILCA**

### **You Can Make a Difference**

As we move into 2010, please consider making a donation to one of the three ILCA funds. Listed below you will find descriptions of all of our funds. The Class Office will send you a receipt when you make a tax-deductible contribution. While we really like large donations, any amount is welcomed and truly appreciated. Currently, all donations to the Boat Grant program are deposited into the ILCA fund with a notation that this money is to be used only for the Boat Grant program.

*John Faus, ILCA Treasurer*

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance to help ensure the long-term viability, vitality and mission of the Class:

#### **The ILCA Fund**

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors.

#### **The Boat Grant Program**

You can donate cash, boats, covers, sails, trailers, etc. to support this innovative program to attract young racers to the Lightning. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes. While many one-design classes struggle to attract and retain young sailors, the Lightning Class is taking active steps to give young adults a leg up: the past two summers the class provided fully rigged, insured and competitive boats for worthy teams for the sailing season. The recipients participated in Fleet, District and National regattas.

#### **The Limbaugh Fund**

The Limbaugh Fund was established in honor of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed. Because of Helen & Jay's strong interest in Junior sailing, and their belief that our Juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

The available monies in the Limbaugh Fund are restricted to support of education, training, and the promotion of Junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent. Uses of these funds have included support for the Youth World Championships, the Sears Cup, funding Junior racing clinics, trophies, promotion of youth regattas, etc.

#### **The Mary Huntsman History Fund**

The Mary Huntsman History Fund was formed in 2004 with the primary objective of recovering and properly preserving the Lightning Class heritage. The fund is named after Mrs. Mary Huntsman, Past President and Officer of the Class and who was the first to hold the Historian Vice President position when it was established. Under her Presidency, Mary secured the purchase of Lightning Number One and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat has been restored and is displayed.



## Please Donate and Support the Lightning Class

### You Can Make a Difference

**ILCA Fund:** The ILCA fund was established in 1982 as a way to ensure and enhance the long-term operations of our Class. The ILCA fund is directed by a committee of five ILCA members and is supporting the Boat Grant Program and the International Fleet Development Initiative.

**The Helen and Jay Limbaugh Fund:** The Limbaugh fund was established in 1999 to further an appreciation of the joys of Lightning sailing among junior members of the ILCA.

**The Mary Huntsman Fund:** The Mary Huntsman History fund was formed in 2004 to preserve the Class heritage.

**The Boat Grant Program:** The Boat Grant Program provides boats and funds to young sailors who want to experience the high level of competition in Lightnings. The goal is to expose more youth racers to the Lightning.

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**Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.**

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Email: [office@lightningclass.org](mailto:office@lightningclass.org)  
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Lightning Fleet 50 invites you to:

## The Doc Gilbert Memorial Potomac Cup Regatta

May 1-2, 2010

Sponsored by



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**Skipper's Meeting:** 10:30 a.m. on Saturday.

**Warning for First Race:** 12:00 Noon, Saturday, May 1

**Fees:** \$95 which includes 3 dinners and much more.

For further information contact: David Thompson at [DThomp01@aol.com](mailto:DThomp01@aol.com) or 703-620-6571 or at [www.potomacroversailing.org/Lightnings](http://www.potomacroversailing.org/Lightnings)

Leesylvania State Park was the site for the Lightning North American Masters, Women and Juniors Regatta, August 2007, and this year it is also the site for:

## The Lightning Atlantic Coast Championship

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# It's time for you to join the **International** **Lightning Class Association!**

## MEMBERSHIP DUES for the 2010 Season

Active Membership with Paper Flashes & Yearbook on CD	\$ 57
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 District: \_\_\_\_\_ Fleet#/Sailing Waters: \_\_\_\_\_  
 Name: \_\_\_\_\_ Type: \_\_\_\_\_ \$ \_\_\_\_\_  
 Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_  
 Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_ Home Telephone: \_\_\_\_\_  
 Work Telephone: \_\_\_\_\_ Email: \_\_\_\_\_  
 District: \_\_\_\_\_ Fleet#/Sailing Waters: \_\_\_\_\_

**Donations are tax deductible.** A Donation of \$50 or more entitles you to a Gold Circle membership.

Donate to the **ILCA Fund** \$ \_\_\_\_\_ Donate to the **History Fund** \$ \_\_\_\_\_  
 Donate to the **Limbaugh Fund** \$ \_\_\_\_\_ Donate to the **Boat Grant Program** \$ \_\_\_\_\_

**Total Due to the ILCA:** \$ \_\_\_\_\_

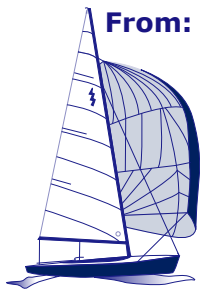
\* Card Number:

\* Expiration Date:   /

\* Name on Card: \_\_\_\_\_

\* **Required for credit card processing.**

Send your membership form and check to: International Lightning Class Association  
 7625 South Yampa Street  
 Centennial, Colorado 80016 USA  
 Email: office@lightningclass.org  
 Phone: 303-325-5886  
 Fax: 303-699-2178



**From: The International Lightning Class Association  
7625 So Yampa St  
Centennial, CO 80016**

## Classifieds

**[SEE THE WEBSITE FOR MORE DETAILS ON BOATS, SAILS, OTHER](#)**

**15379 Nickels.** Loaded with virtually every option, stored last two winters in a heated facility, like new condition. Light grey deck with white hull. North Fisher Main and Jib and R2 Spinnaker, set of North travel/mooring (top and bottom) and mast covers, an extra Sailor's Tailor Mooring cover with full skirt, full rudder cover, Nickels galv trailer with all options. Tac Tic Micro Digital Compass. Denver.: 303-321-1350 jerry@crestintl.com

**15356 Nickels.** Very lightly used. Nickels trailer with spare tire & aft kickstand. VSP sails (main, jib, spin) with 1 season of use. North top, bottom, mast, and rudder covers, excellent shape. Tacktick digital compass with JDC mount, standard analog compass, handy lock turnbuckle covers, NY/NJ \$16,500. Contact Bob Prol, robert.prol@gmail.com 973-769-7140

**15351 Nickels.** 2007. Sailed in 3 regattas, meticulously maintained. White hull, light gray deck, black rubrail. Garaged in off-season. Nickels galvanized long tongue trailer. North Fisher M /J & R2 club racing sails. Also have new North Fisher M /J & R2 used in 1 regatta. Fabricraft mast, rudder, full-sided mooring, & 2-piece travel covers. Pierce Barden - Wilmington, NC 910-612-7224 piercebarden@hotmail.com

**15221 Nickels.** 2004 Fully loaded. Excellent condition. Dry sailed. Light grey deck with white hull and white rubrails. Dual side controls. Mainsheet internal/ external. North / Fisher sails and R2 spinnaker. Second set of North Sail sails. Bulkhead compass. North Travel/ Mooring Cover ,Mast Cover, Full Rudder Cover. Nickels Galv trailer. Virginia. \$14,500.00. Greg at 757-754-2389 or vasail@yahoo.com

**14890 Nickels** white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/ mast cover. NJ, John Townsend, townsend@drs-c3.com. \$9,600

**14860 Allen** \$9,500 White hull, black rails. Practice Sails included, covers negotiable. Rudder, boom and trailer all 2.5 years old. Needs some lines and rigging replaced, but all minor updates. Debbie Probst (260) 417-2363 debbiekay-probst@comcast.net

**14786 Allen.** Good Racing record and Excellent Condition. North Sails MJS, cover,Trailer. #705 since new and has extra fiber glass on bottom for stiffness plus extras etc. \$12,750 Contact:Jon Schwartz smoothsail@hotmail.com 732-241-6660 NJ

**14781 Allen** - White hull , grey deck, galvanized Allen trailer, stainless board, excellent condition, North Sails, fresh water sailed, low mileage, stored indoors, minimum weight, price reduced to\$10,500, contact Kirk @ 315-685-5149 or reyno685@yahoo.com

**14702 Nickels.** White hull, white deck blue racing strips. Fast boat in excellent condition. Galv trailer w spare, two piece travel, mast, rudder and mooring covers. M-5 main used once, jib and spin used. ss board. All controls on foredeck. Jib halyard on centerboard trunk. Spin Halyard at center board trunk or skipper. 7,500. Sam Booke sbooke@hotmail.com 704-358-0407, NC.

**14684 Allen.** White hull, bone deck, black rails. Fully race rigged. New mast 2008, bottom faired 2008. New North sails (M5, 5A+, R-2) lightly used. SS board, practice sails, trailer, trailing covers, mast cover. Minimum weight. \$9,500. Bill Johns (305)495-3832 bjohns@rsmas.miami.edu

**14680 Allen.** White hull, grey deck, speckled red stripe at nose skid. Good condition. New trailing cover. Mast cover. Tacktick Compass, Galvanized Allen trailer with wide bunks.. Rigged for racing, stainless board, 2 sets North sails (M-5, 5A+, R-2) one good one almost new. Mast 5 years old. TN \$9,500 Bill Killebrew 615-604-1684 billkillebrew@bellsouth.net

**14657 Nickels.** White hull with gray deck. New Bryant mast. Foredeck controls, twings and hooks, outboard and inboard jib tracks. Full set of sails in good shape. Mooring cover only 3 years old, and bottom cover in excellent shape. It was Skip Diebold's first new lightning and is still a very fast boat. \$8500 Justin Proctor, jproctor@zoominternet.net or 330-421-2650

**14652 Nickels** 1994 "race ready". Galvanized trailer, Trailer cover (good condition). Dry mooring cover (average condition), Tack-Tick Micro Compass. \$8,500. Very clean boat always sailed in fresh water and stored indoors during off season. Contact Paul Nagel at Nagel@tir.com or (248) 334-1959.

**14505 Nickels**, light gray, red and blue boot, excellent condition with all the latest go fast controls. Lightly used North-Fisher Jib and Main, still very crinkly, Goldsmith spinnaker, rudder cover and new mast cover. Nickels galvanized trailer with excellent tires and new wheel bearings with bearing buddies. Photos available. \$8,500 also have many other preowned Lightnings, call to see what's in my barn. Contact Joe Dissette, Mich. 989.631.2133 dissettesail@chartermi.net

**14438 Allen** - White hull, very good condition. Mast cover, boom tent, rudder cover. SS centerboard, 2 full sets of Shore sails. Fresh water boat, Lake Champlain VT. Light use for infrequent fleet racing.. Galvanized Allen trailer with wide bunks. \$6600 Peter Tourin ptourin@sover.net 802-899-4008

**14434 Nickels.** Very good condition. Custom extended galvanized trailer. Mast cover boom tent. Rudder cover. Special pin striping. Two full sets of sails. One newer set of North Sails. Boat has been sailed in fresh water. Asking \$6,800. Rhode Island. Rick 401.749.3165

**14277 Nickels**, White hull with light gray deck. 705 lbs, (weighed in 2008) and in good condition. Includes Trailer, Fisher Main and Jib, 2 Spinnakers, Compass, Travel Cover, and new Fabricraft mast-up cover. \$6,800. NJ. Contact Eric Beck esbeck@optonline.net (Home) 201-227-0287 (Cell) 201-362-9182

**14114 Nickels**, Grey hull, white deck, good condition, race ready. SS centerboard, minimum weight, rigged for racing. Always dry sailed. Brand new VSP drysail cover plus full trailing and mast covers. Trailer in very good condition with spare tire. Three mains, four jibs and three spinnakers \$6000CND. Dorval, Montreal. Alain Ranger at 514-631-2264 or email at ranger.alain@sympatico.ca

**14061 Nickels**, excellent condition, all white with blue boot and deck band. All go fast controls, 2 sets North sails, 1 set very light use. Tack Tick compass and new lines, mast & rudder cover, wide bunk, new bearings & tires 2 yrs old. \$7,300 Joe Dissette MICH 989-631-2133 Photos available. dissettesail@chartermi.net

**14008 Nickels** Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines rebuilt trailer. Good fast boat in super condition. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

**13859 Nickels** - White hull with white deck. Good condition. Trailer, Mast cover, travel cover and rudder cover. Newer full length hull cover. Complete set of sails. NewNorth jib used twice, new main 10 times. \$4000 Contact Ed Starback, estarback@gmail.com or 248.755.3128

**13818 1983 Nickels**, Dark blue hull with yellow stripe at deck and waterline. New mast in 2008. Nearly all control lines replaced within last 4 years. Two full sets of North sails, 2-year-old North travel covers plus an older mooring cover, mast cover and rudder cover. ~705 lbs with lead correction. Still a stiff boat. \$4,500.00. Joel LeMahieu jojolemahieu@hotmail.com (920) 207-2026

**13370 Eichenlaub**, Mint green hull with white deck. It comes with 2 mains a jib and a spinnaker. Stainless centerboard. The boat needs some tlc but will clean up nice. trailer REDUCED PRICE \$1099 TN. 615 400-9534 alighting@aol.com

**13211 Blue hull**, 2 sets of sails, new stainless steel centerboard, comes with sail trailer. Delaware. Price \$1300.00 call 201-745-5934 swalbrecht823@yahoo.com.

**12705 1975 Fiberglass Lightning.** This boat has been dry stored all its life and sailed in fresh water.Stainless steel centerboard, 3 sets of sails, custom boat cover & new shrouds. Trailer in great shape. It will need some TLC; new halyards, etc. \$2800. Malcolm Dugliss, caldwelldugliss@charter.net 828-582-1816 828-258-9324

**11458 Allen with trailer.** Two masts (1 original wooden mast and 1 aluminum mast) Boat in very good condition. Asking \$3800. Montreal, Canada Call Louis Semetey's H 514-425-4773 or C 514-972-4244 monique.sem@sympatico.ca

**11278 Allen.** Light blue hull white deck. Active racer in great condition. Lots of rigging upgrades including new mast last year. 2 sets of North sails. trailer with spare. New North travel cover (top and bottom) and additional mooring cover. \$2500. Maryland. Contact John Gastright at (301) 579-6455

**11072 Mid 1960's vintage Lightning.** Green fiberglass hull with ivory deck. Sitka spruce mast, Cedar Boom, mahogany trim (rub rails, splash deflector, etc.).MJS. trailer with jack stand. Maine. Mark Ford mford01@adelphia.net 207-716-2079

**10892 Allen Oval spars**, SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. \$2000. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill\_weiss1@juno.com.

**10776 Lippincott.** Fiberglass Hull. Sitka Spruce Spar and Boom. Beautiful Cockpit with Teak Deck / Mahogany Seats/ Trim. Mahogany Rudder / Tiller. 3 Mains, 4 Jibs, 1 Spinnaker. Cockpit Cover. Galv. Trailer w/ Swivel Jack Winter Cover Frame.. \$2500 obo. CT. Al Papp 203-322-5851.

**10705, glass** /wood seats/ss cb/ 3 suits of sail/trailer/oval rig and boat cover. Many upgrades and water ready. \$2500. Contact: John (Mick) Barnes at Jabarnes1@aol.com.

**9250 Fiberglass Lippincott.** White hull, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$1,000 obo Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

**7922 Built by Saybrook Yacht Yard.** Trailer 10 years old, in good condition. This boat needs a lot of work, call John for information about it. Best offer. In PA. John Andrews 814-332-0738

**7216. Wood Lightning** sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. \$1500 obo Bill Dever 518-374-8532 (h) deverwd@verizon.net(NY)

**6378 Cedar and spruce** on low allen trailer, with two mast/ boom set ups. Boat needs rub rails, minor decking and some keelson work. SS c. b, good club sails. \$1200 Obo. Jamie Perkins, CT sailski54@yahoo.com 203-687-6959

**2777, "Jackie Sue"**, a Skanteateles boat, was last sailed approximately 1960. She has been stored inside since then. I believe all the gear and sails to be original and that she was not sailed very much. A lot of extras like the bow lights and hand operated pump. She is sitting on and was trailered on a wagon made out of an old World War 2 bomb carrier. Except for some dock rash on her transom and some dings and gouges I consider her in exceptional condition for all original. The canvas/painted deck is frayed some at the forward port rub rail. Unless someone wants to turn her into a show piece, I would think minor touch up, soak her and sail her. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673

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